

Wild Flowers

Of Hawaii Nei

Honolulu, May 20, 1911.

Most of all the wild flowers of the Hawaiian Islands are beautiful beyond description, but sad to say, many of them will never again be seen here, having become extinct. Many of the trees, too, are very fine, while their flowers are exquisitely beautiful.

Some of these flowers have very strange properties, or habits. For instance, the flower of the Han tree lasts but a single day, opening at sunrise and closing at sunset.

This flower, I should say, is one of the most beautiful to be found here, and blossoms most profusely. The Han tree is another flower that lasts but a day, and what is more strange, changes color during the day. The Kooli-Awahu is another beautiful flower and it changes from purple to pink during the day.

Some of these flowers, the Uala among the number, are said to be a superior article of food, while the berry of many of them is a favorite food of the wild fowl. Other flowers, such as the Nehe, the leaves of which are sometimes used to make tea. Some of these flowers are noted for the beauty of their leaves, and others for the delicate transparency of the flowers and for the graceful inflorescence of the foliage.

Some of these flowers, such as the Poalanne, bloom only in April and May, but the greater number seem to bloom nearly the entire year.

Some of the vines are very prolific, and one of them is so much so as to spread over an entire acre of ground.

There is another known as the fly-catcher, and still another that lures unsuspecting insects to destruction by a peculiar odor and light. Another blooms but a single hour.

Are Becoming Extinct.

But it is not of the strange properties or even of the beauty of these flowers that I wish to speak so much as the fact that so many of the most beautiful of them are extinct, and are fast disappearing, and I would like to ask if something cannot be done to prevent it.

Surely there must be some one here, some lover of the rare plants, like Mr. G. Wilder or Mr. S. M. Damon, who will make an effort to save and preserve these beautiful plants, flowering trees, shrubs, and vines from extinction.

For if nothing is done, but few of the four hundred varieties said to have flourished here some years ago, will remain.

Botanical Garden Needed.

What is needed, of course, is a botanical garden, but whether this can be secured is, perhaps, a question, but if a united effort is made to get it, there is no telling what may be done.

Certainly some such thing is badly needed, which would serve a double purpose, by enhancing the beauty of the city and at the same time saving these plants from destruction. It is not supposed, of course, that all of the various flowers of the Islands could be grown in a botanical garden, but as it is mostly the flowers that grow in the low attitudes that are disappearing, a great many of them could be saved.

Ainahu Would Die.

Speaking of botanical gardens reminds me of Ainahu, which is, with its hosts of rare plants and immense varieties of beautiful flowers enough almost to complete a botanical garden in itself. And it is a thousand pities that the government officials cannot see their way to accept that splendid gift of Governor Cleghorn.

It is also a thousand pities that some way cannot be found to overcome the objections to accepting it, the main being, I understand, the specified time of the closing hour. I understand, is the cost of keeping it up, but which is a very

Common Sense

Motor Talk

From practically insignificant ten years ago to one of the world's greatest industries today is briefly the story of the motor car," says Henry M. Leland, advisory manager of the Cadillac Motor Car Company, of Detroit, who is recognized as one of the foremost figures in the manufacture of automobiles. "The rapidity of the growth has immeasurably surpassed that of any other industry in the world's history. Ten years ago the automobile had not yet acquired the title which was assigned it only a few years later: 'The rich man's plaything.' Today it is even more than the rich man's luxury. It is the world's necessity."

"Ten years ago the owner of an automobile was the butt of the jester. Today he is the envy of his friends and neighbors. Ten years ago the motorist who could take a drive of a few miles without getting stuck was the exception. Today the tour of a thousand miles or more with nothing to do but start, steer and stop is the recreation of thousands. Ten years ago the use of the motor vehicle as a commercial utility was unknown. Today it is common. Ten years hence will see its use practically universal."

"Ten years ago the investment in the production of motor cars amounted to a few hundred thousand dollars. Today the investments run into the hundreds of millions. Ten years ago there were probably less than a thousand persons employed in the industry. Today it gives employment to more than two hundred and fifty thousand and furnishes a livelihood for nearly a million."

"Great as has been the development of the motor car, it has not been without its handicaps. In some respects its growth has been too rapid for its own well-being. The manufacture of motor cars opened up new fields of usefulness. It created new opportunities for brains, but unfortunately brains did not develop as fast as the demand for their product. In spite of the fact that with the exception of during one or two short periods the supply of motor cars has not equaled the possible sale, the well-being of the industry has suffered much. Because of its apparently rosy future many were misled into the belief that it was any man's business."

"The result has been that automobile manufacturers (?) have sprung up in about every nook and cranny of the country. Equipped with a few blue prints, a breast drill, a file and grindstones, they announce to the world their new 'marvellous' car. Maybe they build a lot and sell a lot of them. But it gives a black eye to the industry. The buyers either become anti-advertisements for the automobile in general or their appetites are whetted just enough to make them want a real motor car. It is difficult to determine which out-balances the other."

"The real motor car, the one that is a credit to its maker and to the industry, must be something more than a mere assembly of components obtained indiscriminately, a motor here, a transmission there, an axle some place else, and a score or more of other parts in as many different places. In the right kind of a motor car, the con-

poor reason, or so it seems to me.

This might be a good reason if this city was destined to remain as it is, but there is every indication that it will grow enormously in the near future and continue to grow even after. This garden, I should say, would be large enough to grow all the various varieties of flowers indigenous to these Islands that are left, or all of those that grow at low altitudes, and if this could be arranged, what a god-send this would be, not alone for us, but also for all the generations of the future. — George Osborne in Hawaiian Star.

Exchange News

Ten tons of milling machinery formed part of the cargo brought from Kauai yesterday by the Like-like. She also had 5000 sacks of sugar shipped from Koloa. About 2500 sacks are still awaiting shipment from Koloa. — Adv.

There are seven good teams in the Kanai league, and every Sunday the ball players travel all over the island in order to play their games. — Adv.

The Makaweli team may be strengthened a lot in the near future by the addition of a first-class player who can hold down first with the best of them. — Adv.

Two tennis courts are to be built at Lihue, and the players of the Garden Island will soon get into form to tackle the Honolulu bunch. — Adv.

John Pooleikela, I think the supervisor ought to look after the dogs in Palama. They talk too much all night so no one can moemoe. Many are sick and have no feathers on their skin. More better get after these bad dogs. — Star.

Fourteen deaths from contagious diseases occurred in the district of Honolulu, during the fifteen days ended May 15, according to a report made to President E. A. Mott-Smith of the territorial board of health by Miss M. H. Lemon, registrar, yesterday. Thirteen of the fatal cases were due to tuberculosis and one to typhoid fever. — Adv.

stant, the dependable and the economical car, every individual piece, down to the last nut and screw, must be made to work in harmony with every other part. Such a car can be the result only of experience, equipment, skill, 'know how' and organization, essentials which are not obtainable in a day, a month or a year.

"The upbuilding of an equipment and an efficient organization, the kind that it takes to manufacture motor cars that will be what they ought to be, is a slow and tedious process. It requires work—hard work—and lots of it. It requires study, it requires skill, and it requires time. The past ten years have recorded remarkable developments. The next ten, yes, the next two or three, will record many more but along somewhat different lines. The past has seen developments in the motor car itself. The near future will see changes from a business standpoint. It will see a gradual elimination of the unworthy and the unfit, for 'only the good endures.'"

The Packard

Fire Trucks

The fire truck recently placed in commission at North Braddock, Pa. shows what can be done in adapting a commercial vehicle to the requirements of public service.

It is a Packard truck chassis with special body and equipment supplied by Albert F. Leuschner of Homestead, Pa. The stepboards, tool boxes, hose basket and brass railings are rated as part of the body. The equipment includes porch ladder, roof ladder, thirty-two foot extension ladder, axe, crowbar, rotary pump, two Babcock extinguishers and two twenty-five gallon brass chemical tanks. It is so designed as to carry additional tanks of larger capacity as well as standard fire hose. The cost of the special body and equipment complete is \$1180.00.

The chief or captain has the seat beside the driver and the other fire fighters are ranged on the running boards.

Increased efficiency was the consideration which prompted the North Braddock Commissioners to displace horses with this truck.

In April orders for an even five hundred cars were received at the Packard factory, which is the largest monthly business in the history of the Company.

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Plain and Figured: in Green, Brown and Blue. Prices add sizes of Plain Rugs as follows: 9x12, \$9; 8x10, \$8; 6x9, \$5; 54x90, 3.50; 36x72, \$1.75; 27x56, \$1; 24x48, 75c.; 18x36, 50c.

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